

audience. His Majesty was extremely gracious during the interview, which lasted a considerable time. Prince Hohenlohe was afterwards received by the Emperor. Prince Lobanof subsequently returned the visit paid by the Chancellor to the Foreign Office. At six o'clock Prince Hohenlohe received deputations of the committees of all the German societies in St. Petersburg. Later in the evening the Chancellor attended a dinner given by Prince Lobanof in his honour. A St. Petersburg correspondent of the *Lohol* states that he is in a position to confirm the news of the revival of the Nihilist movement in Russia. He adds—At the Court at Peterhof, the precautions usual under Alexander III. have again been taken. The whole palace is isolated, and the drives and railway trips the Tsar takes are again being watched with the utmost vigilance. The young Tsarina is said to be greatly excited about the insecurity of the situation.

NAVAL AND MILITARY.

LONDON, September 18th.
The *Vladimir*, built at Dumbarton for the Russian Black Sea Volunteer Fleet, departed last week for Russia. She is of 5,500 tons displacement and 3,500 horse power, and during a forty-eight hours' trial attained a mean speed of 13½ knots.

We learn from America that Colonel William King is declared to have established in one of the New York forts an electric agent of such power that it will disturb all compasses within a radius of five miles. The idea is that in war time, by night or in fog, the entrance to the harbour may be made impossible for hostile vessels. The obvious counter-move would be the introduction of the gyroscopic compass in lieu of, or rather as a complement to, the magnetic one; so that even if the tale were true it would not mean anything very serious.

Commanding officers in all parts of Great Britain are being ordered to ex-Volunteers of from five to twenty years' service, inviting them to join the reserve force which is being formed. When the organization is completed it is anticipated it will add a quarter of a million at least to the auxiliary forces of the nation, officers, and men, who would only be called upon in case of national danger, but for whom it would be necessary to be present at the annual inspection.

The Lords of the Admiralty have fixed Saturday, October 19th, for the launch of the first-class battleship *Hector* at the Chatham Dockyard. This vessel, which is being built from the designs of Sir W. H. White, Director of Naval Construction, was laid down on May 28th, 1894, rather more than three months earlier than the sister ship *Prince George*, which was recently launched at Portsmouth.

NEWS IN BRIEF.

STRAITS AND SIAM.

We have received Straits papers to the 8th inst. and Bangkok to the 2nd, from which we take the following items:

The cholera hospital at Dell is reported to be now empty.

The Willards are still well to the fore at Singapore.

The Dutch Minister for the Colonies proposes the supply of new rifles to the Dutch troops in Java, the construction of some new ships for the Dutch East India Fleet, and the extension of the opium regime system to four provinces.

It is said that when the British Resident of the Protected States in England he will negotiate with the British authorities a view to the Native States using their own postage labels on correspondence to countries outside of the Straits Settlements. At present only Straits Settlements stamps can be used on letters to foreign countries.

The *Phang Gassie* gives currency to a rumour that the office of sheriff in that colony is to be done away with, or rather, that the deputy registrar is to combine the duties of sheriff with those of deputy registrar.

Reference was made in the Governor's speech at the meeting of the Legislative Council held on the 1st to the fact that one of the rebels had accepted the favourable terms of surrender offered by the Siamese; and news arrived by the steamship *Lady Langdon* on the 5th that the ex-Orang Kaya and three others had surrendered themselves and were on their way to Bangkok to await for some reason or other the ally rebel ribbed and refused to proceed any further. It is said that the ex-Orang Kaya is so it reaches us is to the effect that the ex-Orang Kaya and three others, accompanied by five Siamese, a like number of Siamese, and the Siamese Commissioner, left Trengganu on the 27th ult., with provisions, to "walk" to Bangkok, as the ex-Orang Kaya declined to proceed by sea. Apparently the arch-rebel has seen fit to reconsider his decision, and at the time the *Lady Langdon* left Trengganu, the Malays had returned and the ex-Orang Kaya was said to be still in Kelantan, the expedition to Bangkok having been postponed indefinitely.

On the 6th inst., fire was discovered in Klongchow S. S. Kampong Malacca, occupied by a dealer in guns and resins. The whole house was destroyed. It was partly covered by insurance.

Coffee cultivation is gaining ground in Dell, many of the planters taking it up as a stand-by, in place of depending on rubber. The danger lies in the risk of leaf disease among the young plants, should they happen to be infected from the Liberian variety, which is a harder plant than the Java kind.

Reports from Kengtung show the detachments of troops there have been suffering, as was expected, from fever, and there is likely to be no improvement in health for some weeks to come.

In Bangkok recently one European used another in British the Corolla; for T. 40 house-rent, but lost his case, as, according to Siamese law (1) no rent can be collected unless there be an agreement, and, further, though the deeds to the house had been passed through the British Consulate to the Siamese official for registration, and were still there, a claimant could not produce them if he was accused to have none. What price British justice?

JAPAN AND CHINA.

We have received files of Yokohama papers to the 5th and Shanghai papers to the 12th, from which we call the following notes:

Gold has recently been discovered in Higo Prefecture.

20,000 bales of raw and 10,000 bales of waste silk reached Yokohama during September.

H. H. the Crown Prince of Japan is rapidly improving.

The first frost of the season occurred at Sapporo on the 23rd ult., 16 days earlier than last year.

Colonel Sir K. Shigenoya will be promoted to be Major General and will succeed Major General Yamane, who died of fever in Formosa.

The *Yokohama* denies that five new warships have been ordered in Glasgow at a cost of five million pounds, pointing out that the naval estimates have not yet been fixed, so these orders cannot be given.

The Oriental Hotel of Kobe has paid a dividend of 12 per cent for the year, written off \$5,000 for depreciation, paid \$37 on each shareholder share, and added \$47 to the reserve fund.

Though the thirty-eight insurance companies in Japan only carry policies amounting to 45 million yen, such abuses have sprung up that

the authorities are preparing to frame more strict regulations for their government.

The Yokohama people are making great preparations to receive the Shanghai "Chickadee" team on arrival. The team is thought to be a very fine one and the Yokohama team expects to have its work cut out to beat them.

There are many objections to the proposed military extension scheme in Japan, and it is feared the Government will find such opposition that it cannot pass its bill.

The *Hainan* states that out of thirty-seven newly created nobles twenty-two were purely Satsuma and Choshu men, and counting the number whose sympathy is with those two clans, more than three-fourths are included. All the men in high positions are from these two clans, from which this paper supposes that as yet there are no real Japanese public men, all being but clansmen.

There are reported to be no less than 230 Korean students in one college in Tokio. Cash is being collected to send them, and "Korean" and "Impecunious" are rapidly becoming synonymous terms in that city.

Tseng Hsiao-yi, ex-Acting Chinese Resident at Seoul, before the late war, returned to Shanghai from that city on the 4th. Mr. Tang has been in Korea lately arranging all outstanding matters of the Chinese Legation, left unsettled at the time of the Japanese attack on the Legation in July last year. A number of Chinese residents in Seoul and Changhai who have been "lost" in those two cities ever since the war were also deported back to China by Mr. Tang. Having completed all matters relating to the former Legation at Seoul, Mr. Tang is now back again in China. It is a pity that Mr. Tang has not been re-appointed to Seoul, as the ex-Resident Yuan's successor, for China needs a "strong" man and one well acquainted with the Korean King and mandarin to represent her at the present crisis.

There was a small fire in French Town Shanghai, on the night of the 11th inst., which was soon extinguished by the Fire Brigade, however.

In order to provide a fitting place wherein Li Hung-chang may meet the Japanese Minister to discuss the terms of the Treaty of Commerce, quarters have been allotted him, by Imperial order, in the Truong Yamen. A special wooden seal has also been cut for him in his new office. It is fully expected that as soon as this work is completed he will be again related to full power.

The Shanghai Total has notified the public that a steamship company to run between Shanghai, Soochow and Hangchow has been sanctioned by Imperial Decree, and that boats will begin running about the 15th inst.

Mr. Sung, so long Acting Mixed Court Magistrate in Shanghai, and who in that capacity was very well and favourably known to foreigners, died in Shanghai City on the 6th inst.

SILK MANUFACTURE IN CHINA.
During the past few years the importation of Chinese and Japanese manufactured silks into Europe and America has been on the increase, and their wonderful cheapness has enabled them to be used for a great many purposes for which the dearer or the better made European goods would be unsuitable on account of the cost. People who at one time thought the ordinary cotton or linen handkerchiefs good enough, now find that for a very little more they can get good silk handkerchiefs. In the same way printed curtains are now raised, and their graceful folds and brightness make them a welcome addition to the modern drawing-room.

Now that the Sino-Japanese treaty has secured the long wanted rights for foreigners to erect and run manufacturing plants in all parts of China, rights which but for the apathy and sluggishness of our statesmen could have been secured long ago, it will be at once seen what an opening there is in the creation of silk manufacturing, to weave cloth in the European style and to sell it in the European market. It is so much wanted in the Chinese article, compared with the new cotton industry, which has shown that good returns can be got even in one year's time, the advantages of silk certainly seem more apparent. The cotton manufacturer has and will have to contend with such short-stapled cotton that medium fine counts cannot be made, while the Chinese silk on the other hand is the best in the world, and the labour cost is so low that it can be sold at a price which is well known in Europe amongst silk men how much superior Chinese silk is to the Japanese, whether either in skein or in piece, both for its superior strength, better lustre, and finer feel.

What is wanted here are mills of the most modern style, with all their labour-saving appliances, which would not only make the ordinary peaches cheaper than the native hand-loom, but would enable the Chinese to compete with the more modern and regular in texture, quality, and so on, which is so much lacking in the native-made goods. Again, the Chinese hand-loom weaver cannot make cloth much wider than 36 inches, conveniently while his Japanese competitor with his loom and shorter arms, cannot even do 36 inches. A power-loom will make any required width and any length, with even edges the want of which is a common cause in the Chinese and Japanese cloth.

Silk is also largely worn amongst the Chinese themselves, and although strong and serviceable it could be much improved in workmanship, colour and design. The dyes to some of the darker satins and figured goods is most inferior and has not the same affinity to the silk that could be given by the European method of dyeing. French figured satins have been imported and are used in Peking, but with the present low exchange they are very costly and no ordinary middle-class Chinese can afford the excessively high prices. The young Chinese "masher" or "dada" of Shanghai would be the last to exhibit on his person the latest thing in silken garments, and he would soon see what a favourable effect his new and stylish dress would create in the hearts of his crushed-headed Chinese lady friends, but at present the poor long-suffering individual cannot pay five dollars a yard for the handsome French brocade, which no doubt he much covets. Even now the Chinese silk merchant finds that the silks although dyed in a primitive way with aniline and alizarine dyes, imported chiefly from Germany, are more saleable than the old goods dyed with natural dyes, that had no lustre or proper affinity to the silk.

Everything points to the time when Shanghai and its district will become one of the most important textile manufacturing centres in the world, a rival to Lancashire, with its 5,000 more or less magnificent cotton mills, but it is to be hoped that the eggs will not all be in one basket and that side by side with cotton mills, silk, jute, flax, and hemp mills will each have a place in China's destiny.

RAUBS.

The Mining Manager's report for the five weeks ending 2nd October is as follows:—

RAUB HOLE, No. 2 SHAFT.—The sinking of this shaft is now completed to a depth of 101 ft. below the 120 ft. level. We have opened out at 101 ft. and have cut a pit 9 ft. by 7 ft., gradually bringing it to 7 ft. by 5 ft. 2 in. from the shaft. This is now in 18 ft. to the west. I expect to have to drive 60 to 70 ft. before cutting the lode, which I hope to complete in about five weeks' time. I have started to sink the lode to connect the 120 ft. level with that going in from the bottom; it is now down 5 ft., and I hope to have it down and connected with the bottom level by the time the level gets under it. Stops.—There are three faces at work in the shaft and on a ledge from 3 inches to 12 inches wide, which shows fair going.

BUKIT KOMAN.—The engine shaft is now down close on 90 ft. below the 145 ft. level, and I hope to have it down the required depth in two or three weeks. There is no change in the ground, which is still hard blasting slate intersected by quartz leaders. Stops.—The work of extending these is proceeding steadily. As we go south, the shoot of ore is gradually rising with the hill and is now about 25 feet above the level 120 ft. south of the shaft. In the face going north the lode is fully 18 feet wider. It goes 10 ft. over the back of the lode, from the north to the south face, it is now about 350 ft. long and the lode will average 15 ft. wide, almost all of which is being sent to the mill for crushing. The work of clearing away the fall and securing the ground is steadily proceeding. The bulk of the crushing shift for the mill is being sent from here.

WESTERN LODE.—Stopping between the north and south shafts is steadily proceeding, the lode being from 1 to 10 ft. wide, and will average about 4 ft. Very fair gold can still be seen in breaking the ore. I have opened out on a body of stone about 18 in. wide going north in the north shaft in which a little gold can be got. This is 40 feet west of our mill workings. I have stopped for the present the drive going south from this shaft; there is about 2 ft. of stone in the face of the drive in which a little gold can be got by mortar crushing, but it is not payable.

BATTERY.—A general clean up of this took place at the beginning of last week, when the total yield for the twelve weeks was 1,346 oz. 18 dwts. 0 grs. smelted down 2,875 tons. About twenty-four hours were lost owing to not being able to cart sufficient stone to be mill. The following are the proportions crushed from the different mines:—Raub Hole No. 2 shaft 1-10th; Western Lode 1-20th; and Bukit Koman 5-10th. The average yield being a little over 5 dwts. 8 grs. per ton of stone.

Small repairs to machinery, crushing, &c., returned again on Tuesday afternoon, the 25th September, and has continued steadily since.

RAILWAY.—Fair progress is being made with laying the rails and ballasting the line. The rails are being laid as fast as they come forward, and I hope to have the line in running order as far as Bukit Koman by the end of next week.

Fair progress is being made with the hopper being ordered, all the railway trucks from the hopper, and the engine shaft, which will be the hopper, is well on the way; the tramway is 40 ft. above the bottom of the hopper. I hope to have the whole thing completed by the time the line is in running order. The sooner this is completed the better, as the bullocks won't stand the work much longer; in fact, no cattle will stand the constant work these animals have to do in a climate like this.

CHINA.—There has been a good deal of sickness in the camp of late, no less than 150 of the European staff having to be invalided and sent away last week. I attribute this to the hot rainy weather we have been having for some time.

WM. BIEBY.

THE RAUB RAILWAY.

The *Singapore Free Press* of the 8th has the following comment on the railway and other affairs connected with the mines, which cannot fail to interest shareholders:—

Messrs. H. and A. Bibby arrived in Singapore the other day from Raub, the former proceeding to Australia for a holiday, and the latter going to Kemaman to visit his brothers Messrs. W. and E. Bibby at the mines at Sundul. It is rather a good omen for Raub and for the Peninsula that no fewer than four of Mr. Bibby's sons should have seen their way to come to the east coast of the Peninsula. All is going on well at Raub; the main shafts at Bukit Koman and New Raub are down 100 feet more, and presently the western lode shaft will also be sunk another hundred feet. The railway almost entirely ready, excepting a short section of a few yards near the battery, and will be running between Bukit Koman and Raub in less than two weeks. There has been much difficulty and delay in getting the railway plant, rolling stock and the locomotive up the Blunt river, but all that is now successfully achieved, though at some considerable expense for transport. The engine stands ready on the line and is attracting the wondering notice of the local Malays; and the trial trip is being looked forward to as the beginning of a new era in the working of the mine. This has been much mortally among the drought-battered, which have had to be worked hard in keeping the battery piled with stone and the furnaces with firewood. But the moment the railway line begins operations all those difficulties will vanish, and the crushing stuff will be dumped at the battery more quickly than it can be dealt with by the twenty heads of stamps now going. Much credit is due to Mr. Walker for the way he has laid out and built the line to Bukit Koman.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

LOST, OR WHAT?

To the Editors of the "HONGKONG TELEGRAPH." Sir,—I note that the Post Office people have again been at their tricks but, as "Intolerable" remarks, grumbling is poor satisfaction. The only course open would seem to be for the residents of Hongkong, Canton and the other places concerned to petition the Home Secretary, Governor, Colonial Secretary, or whoever it is that has the power, to make a clean sweep of the whole of the unsatisfactory incumbents of the department. It is all very well to lay the blame on the fact that when dishonesty and incompetency exist in the lower grades of a department there usually is a screw loose elsewhere. If the head be weak all the members of the body will be out of joint.

The fact, I believe, that the officials, secure, as they imagine, in the certainty of an assured position, fancy themselves unassailable, and snap their fingers at the complaints of the public, instead of endeavouring to rectify abuses. They apparently forget that they are the servants, not the masters, of the public, whose bread they eat and to whom they owe an account of their stewardship.

Are we slaves, that we must submit for ever to this kind of infliction? Even a poor Chinaman has some redress against official incapacity, libelously or rapaciously. The complainant should be carried to Downing Street; it is useless to agitate in this down-trodden colony.

I am, etc.

PETITION.
Hongkong, October 14th, 1895.

THE 'ZECHEUN' OUTRAGES.

THE DEGRADATION OF LIU PING-CHANG.

AN IMPORTANT ADVICE.

The following is a translation of the Imperial edict issued in Peking recently at the urgent request of the British Minister, who wrong the document from the Emperor under threats contained in an ultimatum:—

An Imperial Edict.—Churches having been established in China by various nationalities, edicts have been repeatedly issued commanding the governor-generals and governors of the different provinces to strictly enforce upon the local officials that they give no aid or protection in order that on all occasions peaceful relations may be preserved between the people at large and the religious societies. But in the fifth month of the present year, at the provincial capital of Szechuen, evil characters, intent on causing disturbance, destroyed the church buildings at the Tung-chiao-chang, an act which was followed by numerous similar cases outside the provincial city. The whole of this disorder is due to the local officials neglecting to issue proper instructions for securing of silence to the edicts, so that disturbances have been fomented among the people. Again, after the occurrence there has been a want of despatch in punishing offenders. The Governor-General of the province in question (Liu Ping-chang, is guilty of criminal incapacity of the most serious kind. According to Canon Wu Luang-kui's report, when the disorders commenced Liu Ping-chang 'persistently disregarded them' and made no disposition of troops whatever for their suppression. The result being that crowds of irresponsible idlers gathered and numerous cases of the same kind arose elsewhere. The said Governor-General has recklessly betrayed the trust reposed in him and we hereby command that he be deprived of office and be never again mentioned for employment, as a stern warning to all others against incapacity in office. We further order Liu Chuan-lin to institute the strictest examination into the conduct of Intendants and Prefects, with a view to discriminate and punish as may appear advisable.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir Fulding Clarke, Chief Justice.)

October 15th.

TSO SIK CHAN v. TSOI KWAI.

Mr. J. J. Francis, Q.C. appeared for the plaintiff and Mr. E. H. Sharp for the defendant. Mr. Francis informed his Lordship that the defendant had consented to judgment for \$1,161 to with the costs of the suit. An agreement had been filed in court as between the parties, but as the present arrangement was different, he asked for judgment for the amount by consent. Mr. Sharp agreed.

His Lordship thereupon entered judgment by consent.

IN THE MATTER OF THE GREEN ISLAND CEMENT COMPANY, LIMITED.

IN THE MATTER OF THE COMPANIES ORDINANCES 1877 AND 1878.

REDUCTION OF CAPITAL.

Mr. J. J. Francis (instructed by Mr. E. C. Ellis) appeared on behalf of the Green Island Cement Company, and asked that an order be made in accordance with the Ordinances. The order desired was set forth in the following advertisement:—

For given to the directors of the Court, notice is hereby given that a resolution has been presented to the Supreme Court of Hongkong, by the Green Island Cement Company, Limited, for confirmation of the following Special Resolution passed and confirmed at extraordinary general meeting held respectively on the 12th and 25th days of August, 1895:—

"That the capital of the company be reduced from \$100,000 divided into 200 shares of \$500 each to \$100,000 divided into 20,000 shares of \$50 each and that such reduction be effected by cancelling 'capital which has been lost or is represented by available assets to the extent of \$40 per share on each of the 14,177 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the 'Company's capital from \$50 to \$10 per share."

After the publication of the notice in accordance with the order of the court had been proved, the order was granted subject to his Lordship's assent of the articles of association, and it was ordered by the Court that notice of the reduction be published three times in each of the *Jung* local newspapers, at intervals as required by the ordinance.

SUMMARY JURISDICTION.

(Before Mr. A. G. Wills, Acting Police Judge.)

WILSON v. BUTTERFIELD AND SWIRE.

This was a suit brought by Captain Wilson, master and part owner of the British bark *Stanfield*, against Messrs Butterfield and Swire, the charterers of his vessel, for \$755.33, the balance of freight due as a cargo of timber carried from Sandakan to Hongkong.

Mr. J. Easton (V. V. D. Deacon's office) appeared for the plaintiff and Mr. C. C. Master (Messrs. Johnson, Stokes and Master) for the defendants.

The case turned, as is stated by the plaintiff's affidavit, upon the amount of freight due. By the terms of the charter party made between the master of the *Stanfield* and the defendants, signing as agents, but 'undertaking to pay or cause to be paid' certain freight, 2½ cents measure was to be paid as freight for each and every cubic foot of timber delivered in Hongkong in accordance with the charter. The timber was delivered at the Kowloon Docks, and the dispute arose over the method of calculating the cubic contents of certain round logs amongst the cargo. The plaintiff claimed on the actual cubic contents of each log as computed by measuring the girth at the middle and the length, and multiplying out the actual contents by the aid of 'Hopkins's formula.' The defendant, on the other hand claimed to pay on the Hongkong usage, which was, in effect, to calculate the cubic contents of the largest square log which could be cut from the round log. By the plaintiff's measurement 21,373 cubic feet of timber was delivered, while by the defendant's measurement only 18,075 had been received. The suit was for the freight on the difference.

Mr. Easton claimed that whatever the Hongkong custom might be it was barred in accordance with the wording of the charter party, which he said was 'to pay or cause to be paid' and every cubic foot of timber delivered in Hongkong in accordance with the charter. The timber was delivered at the Kowloon Docks, and the dispute arose over the method of calculating the cubic contents of certain round logs amongst the cargo. The plaintiff claimed on the actual cubic contents of each log as computed by measuring the girth at the middle and the length, and multiplying out the actual contents by the aid of 'Hopkins's formula.' The defendant, on the other hand claimed to pay on the Hongkong usage, which was, in effect, to calculate the cubic contents of the largest square log which could be cut from the round log. By the plaintiff's measurement 21,373 cubic feet of timber was delivered, while by the defendant's measurement only 18,075 had been received. The suit was for the freight on the difference.

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Usage in Hongkong, and at the conclusion of the hearing judgment was reserved.

FURNITURE.

The following cases were fixed for the respective dates:—

Thursday, October 17th.

1563—Leung Cha v. Cheong Tang.....\$1000.00

Friday, October 18th.

1654—T. N. Chong v. Chan Tam Chong.....661.00

1728—Ng Siang v. Wing Fong.....4.85

1801—Teng Lee v. C. Holdsworth.....44.77

1820—Ling Ku Kai v. Danenburg & Co.150.00

1833—Cheung Tsang Lin v. Danenburg & Co.920.18

POLICE COURT.

For throwing rubbish into the harbour a fine of \$1 was exacted. For breaches of the *Markus Ordinance* one hawker was fined \$1, one \$5 or 14 days (he elected to "do" the latter) and one \$1. Four coolies were convicted of unlawful street-crying and fined, two \$1, one \$1 and one \$1. In two cases of unlicensed rickshaws fines of \$1 and 50 cents were exacted. A washerman paid \$2 for using a forbidden stream for purposes of his trade. Two chair-coolies were fined \$3 each for running at passengers on Queen's Road, and for letting of firecrackers without a permit, \$2 was exacted.

THE AMBITIONS OF JAPAN.

It is very evident that the full import of the remarkable display of military and manufacturing enterprise in Japan of late years is not yet generally realised either in India or in Europe. In Holland and in Germany, however, the real bearing of recent events in the Far East is partially grasped by specialists who have given close attention to the events which preceded and presaged the well-planned and completely successful war with China. Twenty years ago an eminent Japanese statesman, referring to the success and glory with which the naval forces of the United States and the Foreign Powers opened the markets of Japan to foreign commerce, remarked significantly to a European friend that the lesson was capable of a wider application. When the Japanese armaments are complete, he said, it will not be difficult to awaken China to the advantage of arming like him, and then, with a strong navy and half a million of good troops, the two Powers could control the trade of the East. This declaration was made to a student who enjoyed the esteem and confidence of many of the leading personages in both the Eastern Empire, and was able to converse in Japanese or Chinese with equal facility. We have his assurance that the general outcome of the policy then laid down, and since steadily pursued, was spoken of in the seventies with remarkable frankness. The partial realisation of the programme in 1894-95 was no surprise to one who observed the policy with which the Japanese submitted while creating a formidable navy and laboriously building up an army recruited by universal service, and carefully organised and armed on the best European models. Neither China nor any of the Western Powers contemplated an attack on Japanese independence or Japanese territory in all these years. The country was at peace with all the world while preparations for war were made as assiduously as if an enemy were at the gates.

Eight years ago Li Hung-chang divided the scarcely disguised intention to turn the new armaments against China in the first instance. He addressed a memorial to the Government at Peking pointing out the danger, and urging the Imperial Government to be beforehand with Japan and strike at her before her preparations were completed. The edicts of the Emperor in 1890 and 1891 were to the effect that the Government should be beforehand with Japan and strike at her before her preparations were completed. The edicts of the Emperor in 1890 and 1891 were to the effect that the Government should be beforehand with Japan and strike at her before her preparations were completed.

Intimations.

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERS, No. 44, PRAYA CENTRAL.

THE Underigned having started in Business as COAL and TEA MERCHANTS, STEVEDORES and STOREKEEPERS, are prepared to Supply Steamers with COAL, STORES, &c., &c., at moderate prices and respectfully solicit the Patronage of the Shipping Community.

WING CHEONG & Co., No. 44, Praya Central.

CHUN WING TONG, Managing Partner.

A YON, Business Manager.

Hongkong, 1st August, 1895. (1026)

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Is-Hous Road.

IS now in a position, in his New and Commodious Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 1st August, 1895. (1027)

SOCIÉTÉ ANONYME

FORGES, FONDERIES ET LAMINOIRS DU MARAIS,

MONTIGNY SUR SAMBRE (BELGIUM).

L. LEBRUN, ESQ., MANAGING DIRECTOR.

First Quality Iron. Merchant and
Girders. Profiled Iron
Corners. TRADE for Bridges,
T-J-Z Irons. Waggons,
Ralls for Mines. Wheels, and
and Tramways. for all kinds
and Onions. MARK of
Constructions

APPLY TO

JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

Relieves the scaling pain at once

and

CURES

all discharges from the genito-urinary organs in either sex in

48 HOURS

Santal Midy

is a specific for Cystitis

Unlikely the sand oil of the Bazar, it is superior to Co-paiba, Cubeb, or Injections, and causes no inconveniences.

Beware of Imitations.

Each tiny Capsule bears the name

SANTAL MIDY

8, RUE VIVIENNE, PARIS

THE Rugged Child

is largely an "outdoor" product.

Fresh air and exercise produce sound appetite and sound sleep.

Sickly children obtain great benefit from

Scott's Emulsion

of cod-liver oil with Hy-pophosphites, a fat-food rapid of assimilation and almost as palatable as milk.

Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.

Hongkong, 27th March, 1894.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS."

Captain Gregory, will be despatched at above on TUESDAY, the 22nd instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1895. (1364)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR."

Captain Craig, will be despatched for the above Ports on SATURDAY, the 26th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Surgeon and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, 11th October, 1895. (1401)

Intimations.

IMITATED BUT NOT EQUALLED.

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS ARISING FROM DEPRESSED VITALITY.

For FATIGUE of MIND and BODY, and SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS & CO.,

PROPRIETORS,

APOTHECARIES' HALL, 66, Queen's Road Central.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched at above TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1895. (1405)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH."

Captain Everist, will be despatched TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1895. (1363)

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"ONCH."

Captain E.S. Baker, will be despatched at above TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 16th October, 1895. (1425)

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG."

Captain Dawson, will be despatched on FRIDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1895. (1399)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KWEILIN."

Captain Harris, will be despatched on FRIDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1895. (1416)

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BRAEMAR."

Captain Porter, will be despatched for the above Ports on TUESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 14th October, 1895. (1323)

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENEARN."

Captain Murray, will be despatched at above on or about THURSDAY, the 24th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 1st October, 1895. (1348)

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLARIQ."

Captain Wallace, will be despatched at above on or about 25th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th October, 1895. (1400)

SHANGHAI RACES.

NOTICE.

STEAM TO SHANGHAI.

THE Norddeutscher Lloyd Company's Steamship

"PRINZ HEINRICH."

Captain W. Schneider, will leave for the above place on or about the 25th instant.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 9th October, 1895. (1391)

FOR DELAGOA BAY AND NATAL.

(Taking Cargo at through rates for EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Steamship

"YANARIVA."

Captain Weston, will leave for the above Ports about the 10th November.

For Freight, apply to GILMAN & Co., Agents.

Hongkong, 11th October, 1895. (1408)

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Bark

"ADAM W. SPIES."

Field, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Hongkong, 10th August, 1895. (1078)

FOR NEW YORK.

THE 3/3 L.L. American Ship

"SAINT JAMES."

Clifford, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Hongkong, 20th September, 1895. (1281)

FOR NEW YORK.

THE 3/3 L.L. American Ship

"P. N. BLANCHARD."

Blanchard, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, 5th September, 1895. (1016)

FOR NEW YORK.

THE 100 A. L. British 4-masted Bark

"MATTERHORN."

John Williams, Master, is now loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, 8th October, 1895. (1337)

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship

"OANFA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underigned before Noon on the 21st instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to risk.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 15th October, 1895. (1412)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo impeding the discharge or remaining on board after TO-MORROW, 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th October, 1895. (1410)

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to risk.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 25th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 14th October, 1895. (1411)

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE B.S. "BELGIC."

A PORTION of this Vessel's Cargo having arrived, it has been landed into the Company's Godowns at Wanchai and Consignees are hereby notified to take immediate delivery.

A GENERAL AVERAGE BOND must be signed and a deposit of FIFTY per cent. (50%) made on the ARRIVED VALUE of the Cargo previous to countersigning of Bills of Lading.

The AVERAGE BOND is lying at the Company's Office for signatures.

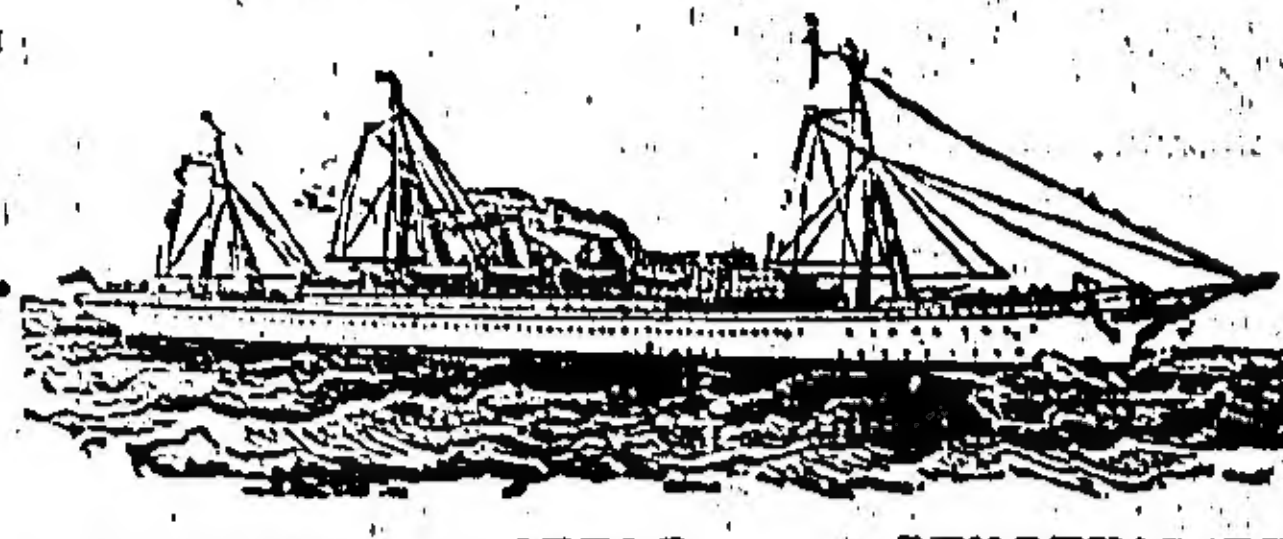
J. S. VAN BUREN, Agent.

Hongkong, 12th October, 1895. (1409)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 2nd October, 1895. (13)

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama).....Thursday, 17th Oct., at Noon.

Gaulle (via Nagasaki, Kobe, Inland Sea & Yokohama).....Tuesday, 5th Nov., at Noon.

THE Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 17th October, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.